

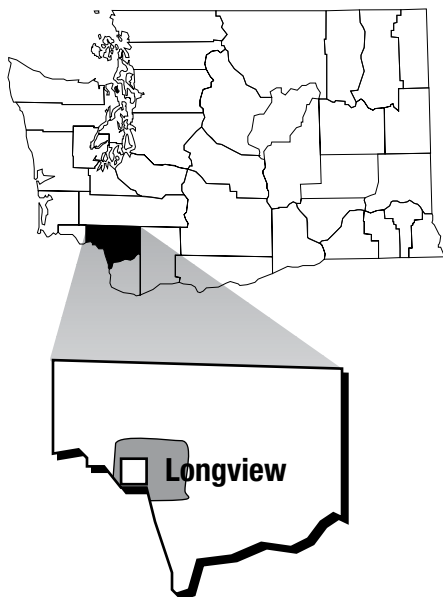
**Steve Harris, Longview Street/
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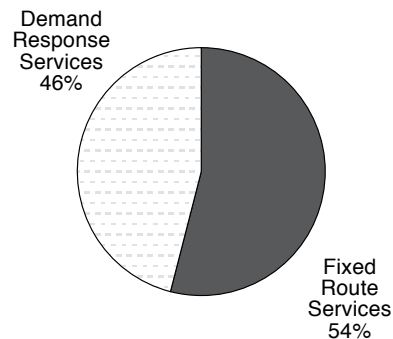


System Snapshot

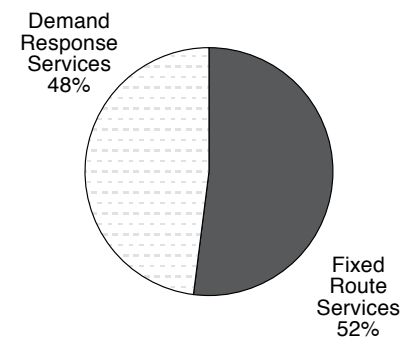


- Operating Name: Community Urban Bus Service (CUBS)
- Service Area: Cities of Longview and Kelso
- Congressional District: 3
- Legislative District: 19
- Type of Government: Public Transportation Benefit Area
- Governing Body: Five-member Board of Directors comprised of one county commissioner and two councilmembers each from Longview and Kelso.
- Tax Authorized: 0.1 percent sales and use tax approved in November 1987.
- Types of Service: Five fixed routes and Paratransit service for persons with disabilities who cannot use fixed route service.
- Days of Service: Weekdays, between 7:00 a.m. and 7:00 p.m.; and Saturdays, three fixed routes, between 8:00 a.m. and 6:00 p.m.
- Base Fare: \$.50 per boarding, fixed route; Paratransit \$.25 per boarding.

Total Vehicle Hours in 2005



Total Vehicle Hours in 2011



Current Operations

CUBS operates five fixed routes and complementary Paratransit service for persons with disabilities, Monday through Friday. On Saturday, CUBS operates three fixed routes.

The city of Longview, under contract with the Cowlitz Transit Authority, undertakes all administrative, operations, and maintenance functions for CUBS. A private, nonprofit operator under contract with CUBS provides Paratransit services to persons with disabilities.

Revenue Service Vehicles

Fixed Route – Seven transit coaches, all equipped with wheelchair lifts, model years ranging from 1998 to 2003.

Paratransit – Nine minibuses operated under lease, all ADA accessible, model years ranging from 2000 to 2005.



Facilities

CUBS' administration, operations, and maintenance functions, including two maintenance bays and covered parking for the buses and Paratransit vehicles, are located at 254 Oregon Way.

The Transit Transfer Facility is located at 1135 12th Avenue, Longview.

There are 33 bus shelters located along routes in Longview and Kelso.

Intermodal Connections

Two routes serve the Amtrak depot in Kelso hourly. CUBS connects with intercity bus systems at Greyhound Lines' station in Kelso.

CUBS connects with the rural service provided by Lower Columbia Community Action Council at the Transit Transfer Facility.

CUBS has designed routes to serve local elementary and secondary schools, as well as the Lower Columbia Community College.

The Wahkiakum Community Van connects with the CUBS fixed route two days a week.

2005 Achievements

- Participated with the City of Longview to construct a vehicle wash facility.
- Continued working with the Council of Government to complete a Strategic Plan.
- CUBS had no reportable accidents in 2005.
- Completed update of the Americans with Disabilities Act (ADA) Plan with assistance from the Citizen Advisory Committee.
- CUBS became a member of the Washington State Transit Insurance Pool.
- FTA Triennial review was completed with no findings.
- LSC Transportation Consultants, Inc was retained by the Community Transportation Association of America to perform an operational assessment of CUBS. The assessment determined that the transit system was operating efficiently and making the best use of available funds.



2006 Objectives

- Replace two Paratransit minibuses.
- Increase ridership.
- Provide additional training for drivers.
- Purchase security system.
- Continue to maintain existing service levels.

Long-range Plans (2007 through 2011)

- Continue to contract with the city of Longview.
- Continue to search for additional funding sources.
- Replace Paratransit minibuses as needed.
- Replace transit coaches as needed.



Cowlitz Transit Authority

| | 2003 | 2004 | 2005 | % Change | 2006 | 2007 | 2008 | 2011 |
|-------------------------------------|-------------|-------------|--------------------|----------|-------------|-------------|-------------|-------------|
| Annual Operating Information | | | | | | | | |
| Service Area Population | 47,120 | 47,140 | 47,250 | 0.23% | N.A. | N.A. | N.A. | N.A. |
| Fixed Route Services | | | | | | | | |
| Revenue Vehicle Hours | 16,860 | 16,939 | 16,860 | -0.47% | 17,000 | 17,000 | 17,000 | 17,000 |
| Total Vehicle Hours | 16,860 | 16,939 | 16,860 | -0.47% | 17,000 | 17,000 | 17,000 | 17,000 |
| Revenue Vehicle Miles | 217,295 | 216,429 | 215,859 | -0.26% | 217,000 | 217,000 | 217,000 | 217,000 |
| Total Vehicle Miles | 217,295 | 216,429 | 215,859 | -0.26% | 217,000 | 217,000 | 217,000 | 217,000 |
| Passenger Trips | 325,544 | 336,517 | 322,730 | -4.10% | 340,000 | 340,000 | 345,000 | 350,000 |
| Diesel Fuel Consumed (gallons) | 42,201 | 49,470 | 49,381 | -0.18% | N.A. | N.A. | N.A. | N.A. |
| Fatalities | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Reportable Injuries | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Collisions | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Employees FTEs | 12.0 | 12.0 | 13.0 | 8.33% | N.A. | N.A. | N.A. | N.A. |
| Operating Expenses | \$1,131,661 | \$1,176,407 | \$1,236,946 | 5.15% | \$1,295,000 | \$1,351,000 | \$1,408,000 | \$1,588,000 |
| Farebox Revenues | \$91,239 | \$95,882 | \$93,126 | -2.87% | \$94,320 | \$94,320 | \$94,320 | \$94,320 |
| Demand Response Services | | | | | | | | |
| Revenue Vehicle Hours | 13,329 | 13,425 | 13,675 | 1.86% | 14,000 | 15,000 | 15,000 | 16,000 |
| Total Vehicle Hours | 13,025 | 13,770 | 14,328 | 4.05% | 14,000 | 15,000 | 15,000 | 16,000 |
| Revenue Vehicle Miles | 124,726 | 132,595 | 139,713 | 5.37% | 140,000 | 142,000 | 142,000 | 145,000 |
| Total Vehicle Miles | 127,176 | 133,447 | 142,350 | 6.67% | 140,000 | 142,000 | 142,000 | 145,000 |
| Passenger Trips | 41,127 | 42,282 | 43,033 | 1.78% | 44,000 | 45,000 | 45,000 | 46,000 |
| Diesel Fuel Consumed (gallons) | 14,587 | 17,023 | 17,718 | 4.08% | N.A. | N.A. | N.A. | N.A. |
| Fatalities | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Reportable Injuries | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Collisions | 0 | 0 | 0 | N.A. | N.A. | N.A. | N.A. | N.A. |
| Employees FTEs | 8.0 | 10.0 | 10.0 | 0.00% | N.A. | N.A. | N.A. | N.A. |
| Operating Expenses | \$635,131 | \$662,195 | \$674,768 | 1.90% | \$678,000 | \$736,000 | \$798,000 | \$1,016,000 |
| Farebox Revenues | \$4,749 | \$5,408 | \$5,609 | 3.72% | \$5,680 | \$5,680 | \$5,680 | \$5,680 |

| | 2003 | 2004 | 2005 | % Change | 2006 | 2007 | 2008 | 2011 |
|--|-------------|-------------|--------------------|----------|--------------------|--------------------|--------------------|--------------------|
| Annual Revenues | | | | | | | | |
| Sales Tax | \$940,663 | \$857,856 | \$952,941 | 11.08% | <i>\$979,000</i> | <i>\$1,007,000</i> | <i>\$1,035,000</i> | <i>\$1,123,000</i> |
| Farebox Revenues | \$95,988 | \$101,290 | \$98,735 | -2.52% | <i>\$100,000</i> | <i>\$100,000</i> | <i>\$100,000</i> | <i>\$100,000</i> |
| Federal Section 5307 Operating | \$506,686 | \$612,666 | \$700,753 | 14.38% | <i>\$597,000</i> | <i>\$595,000</i> | <i>\$472,000</i> | <i>\$615,000</i> |
| State Special Needs Grants | \$0 | \$65,153 | \$17,204 | -73.59% | <i>\$85,000</i> | <i>\$33,000</i> | <i>\$50,000</i> | <i>\$50,000</i> |
| Other | \$220,995 | \$54,131 | \$228,991 | 323.03% | <i>\$405,000</i> | <i>\$105,000</i> | <i>\$105,000</i> | <i>\$105,000</i> |
| Total | \$1,764,332 | \$1,691,096 | \$1,998,624 | 18.19% | <i>\$2,166,000</i> | <i>\$1,840,000</i> | <i>\$1,762,000</i> | <i>\$1,993,000</i> |
| Annual Operating Expenses | | | | | | | | |
| Annual Operating Expenses | \$1,766,792 | \$1,838,602 | \$1,911,714 | 3.98% | <i>\$1,973,000</i> | <i>\$2,087,000</i> | <i>\$2,206,000</i> | <i>\$2,604,000</i> |
| Total | \$1,766,792 | \$1,838,602 | \$1,911,714 | 3.98% | <i>\$1,973,000</i> | <i>\$2,087,000</i> | <i>\$2,206,000</i> | <i>\$2,604,000</i> |
| Annual Capital Purchase Obligations | | | | | | | | |
| CM/AQ and Other Federal Grants | \$527,366 | \$207,174 | \$0 | | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> | <i>\$0</i> |
| Federal Section 5307 Capital Grants | \$0 | \$0 | \$0 | | <i>\$106,000</i> | <i>\$112,000</i> | <i>\$240,000</i> | <i>\$112,000</i> |
| Local Funds | \$131,842 | \$51,793 | \$0 | | <i>\$26,000</i> | <i>\$28,000</i> | <i>\$60,000</i> | <i>\$28,000</i> |
| Total | \$659,208 | \$258,967 | \$0 | N.A. | <i>\$132,000</i> | <i>\$140,000</i> | <i>\$300,000</i> | <i>\$140,000</i> |
| Ending Balances, December 31 | | | | | | | | |
| Unrestricted Cash and Investments | \$3,231,260 | \$2,918,954 | \$2,892,342 | -0.91% | <i>\$3,037,000</i> | <i>\$2,737,000</i> | <i>\$2,208,000</i> | <i>\$594,000</i> |
| Total | \$3,231,260 | \$2,918,954 | \$2,892,342 | -0.91% | <i>\$3,037,000</i> | <i>\$2,737,000</i> | <i>\$2,208,000</i> | <i>\$594,000</i> |

Performance Measures for 2005 Operations

| | Fixed Route Services | | Demand Response Services | |
|--|---------------------------|---------------------|---------------------------|---------------------|
| | Cowlitz Transit Authority | Small City Averages | Cowlitz Transit Authority | Small City Averages |
| Fares/Operating Cost | 7.53% | 7.42% | .83% | 2.35% |
| Operating Cost/Passenger Trip | \$3.83 | \$4.97 | \$15.68 | \$23.06 |
| Operating Cost/Revenue Vehicle Mile | \$5.73 | \$6.04 | \$4.83 | \$4.95 |
| Operating Cost/Revenue Vehicle Hour | \$73.37 | \$93.47 | \$49.34 | \$70.04 |
| Operating Cost/Total Vehicle Hour | \$73.37 | \$86.75 | \$47.09 | \$61.09 |
| Revenue Vehicle Hours/Total Vehicle Hour | 100.0% | 93.14% | 95.44% | 87.99% |
| Revenue Vehicle Hours/FTE | 1,297 | 1,033 | 1,368 | 1,123 |
| Revenue Vehicle Miles/Revenue Vehicle Hour | 12.80 | 15.79 | 10.22 | 14.29 |
| Passenger Trips/Revenue Vehicle Hour | 19.1 | 20.8 | 3.1 | 3.2 |
| Passenger Trips/Revenue Vehicle Mile | 1.50 | 1.37 | 0.31 | 0.22 |

